

AMENDED CLAIM SET

The claims have been amended as follows:

1. (currently amended) A gas generator for an air bag, ~~comprising: comprising~~
~~_____~~ a housing having a gas discharge port; discharge hole,
~~_____~~ first and second ignition means activated by an impact; the impact, and
~~_____~~ first and second combustion chambers accommodating therein gas generating agents
which are ignited and burnt to generate a combustion gas; gas, wherein
a cylindrical partition wall that separates a the first combustion chamber and a the second
combustion chamber are separated from each other, the cylindrical partition wall having a
communication hole that allows communication between the first combustion chamber and the
second combustion chamber; and
_____ a retainer provided inside the second combustion chamber, the retainer forming a gap
between the retainer and the communication hole such that the gas generating agents
accommodated in the second combustion chamber do not block the communication hole,
_____ wherein, by a partition wall, a volume ratio of the first combustion chamber and the
second combustion chamber is adjusted in the range of 1:1 to 9:1 1/1 to 9/1 by varying an inner
diameter of the cylindrical the partition wall.

2. (currently amended) A gas generator according to claim 1, wherein
_____ the cylindrical partition wall is an inner cylinder disposed is disposed in the housing, a an
annular first combustion chamber being annular in shape and is provided outside the inner
cylinder, and the two ignition means are provided at a lower the lower side in the inner cylinder,

~~and a second and further,~~ a second combustion chamber being provided is provided at an upper
~~the upper~~ side in the inner cylinder.

3. (currently amended) A gas generator for an air bag according to claim 2,
wherein a diameter of the inner cylinder disposed in the housing varies at a vertical position in an
axial ~~the axial~~ direction of the housing.

4. (currently amended) A gas generator for an air bag according to claim 2,
wherein a diameter of the inner cylinder disposed in the housing varies at a vertical position in an
axial ~~the axial~~ direction of the housing, and the diameter of an upper portion of the inner cylinder
is greater than the diameter of a lower portion of the inner cylinder in diameter.

5. (currently amended) A gas generator for an air bag, comprising: comprising
_____ a housing having a gas discharge port; hole,
_____ first and second ignition means activated by an impact; the impact, and
_____ first and second combustion chambers accommodating therein gas generating agents
which are ignited and burnt to generate a combustion gas; and, wherein
separating means that separates a the first combustion chamber and a second the second
combustion chamber ~~are separated~~ from each other, the by separating means having a
communication hole; and hole,
_____ a retainer provided inside the second combustion chamber, the retainer forming a gap
between the retainer and the communication hole such that the gas generating agents
accommodated in the second combustion chamber do not block the communication hole,

~~wherein, a~~ the second combustion chamber is surrounded by a ~~disposed such that it is~~
~~enclosed by the first combustion chamber, and~~

flammability of the gas generating agents in the second combustion chamber is adjusted
by varying the diameter of the communication hole.

6. (canceled)

7. (currently amended) A gas generator for an air bag according to claim 5 ~~claim 6~~,
wherein the retainer is a wire mesh.

8. (currently amended) A gas generator for an air bag according to claim 5,
wherein the housing is provided with ~~number of gas discharge ports formed in the housing is two~~
or more gas discharge ports, the gas discharge ports are closed with shielding members before
the gas generator is activated, and the ~~the~~ shielding members are ruptured in two or more ~~many~~
stages after the gas generator is activated.

9. (currently amended) A gas generator for an air bag, comprising: ~~comprising~~
a housing having a gas discharge port; hole,
first and second ignition means activated by an impact; the impact, and
first and second combustion chambers accommodating therein gas generating agents
which are ignited and burnt to generate a combustion gas; and, ~~wherein~~
a partition wall that separates a ~~the first combustion chamber and a second~~ ~~the second~~
combustion chamber ~~are separated from each other, by a partition wall,~~ the first combustion

chamber and the second combustion chamber ~~being are~~ brought into communication with each other only through a communication hole formed in the partition wall; and wall,

a retainer provided inside the second combustion chamber, the retainer forming a gap between the retainer and the communication hole such that the gas generating agents accommodated in the second combustion chamber do not block the communication hole,

wherein, a combustion gas generated in the second combustion chamber flows into the first combustion chamber through ~~from~~ the communication hole, and then, is discharged from the gas discharge port, and discharge hole,

a volume ratio of the first combustion chamber and the second combustion chamber is adjusted ~~in the range of 1:1 and 9:1~~ 1/1 to 9/1 by varying the diameter of the partition wall, and a combustion state of a gas generating agent in the second combustion chamber is controlled by varying the diameter of the communication hole.

10. (original) A gas generator for an air bag according to claim 1 or 5, wherein a combustion temperature of the gas generating agent is 1000 to 1700°C.

11. (new) A gas generator for an air bag according to claim 1, wherein the volume ratio of the first combustion chamber and the second combustion chamber is adjusted in the range of 1:1 to 9:1.

12. (new) A gas generator for an air bag according to claim 9, wherein the volume ratio of the first combustion chamber and the second combustion chamber is adjusted in the range of 1:1 and 9:1.

13. (new) A gas generator for an air bag according to claim 1 or 9, wherein the volume ratio of the first combustion chamber and the second combustion chamber is adjusted in the range of 3:2 to 8:2.